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# Quihi & New Fountain Historical Society

#E1-317  
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November 8, 2003

Victoria Ruston, Chief  
Office of Economics, Environmental Analysis and Administration  
Surface Transportation Board  
1925 K Street NW, Room 500  
Washington, DC 20423

**Subject: STB Finance Docket 34284, Southwest Gulf Railroad Company**

**Dear Ms. Ruston,**

**We have received the Preliminary Cultural Resources Assessment and have looked it over thoroughly. It is our opinion that the report does a very poor job of identifying the historical sites in the Quihi area and it fails to mention all of the impacts this railroad will have on the community.**

**The Quihi and New Fountain Historical Society was founded within the last six months and we have already identified well over sixty historical sites within the effected area. We have been working with the Texas Historical Commission through their Endangered Historical Property Identification (HELP) Program and have submitted to date over thirty properties in Quihi and New Fountain. In addition, as of today, we have documented more than sixty historic home sites and will be adding those to the database. The report only identifies sixteen properties as being within the area of the proposed route or the three alternatives.**

**It is most unfortunate that the investigators never took the time to contact the families that live in this area. The investigators just assumed that they knew where those sixteen properties were located, and in several cases listed one property and conveniently overlooked, or chose not to identify, the one next-door. For example, one of the sixteen properties, The Schuele-Saathoff House (NRHP) is show on their maps as being a mile away from its actual location. In addition, they listed the Henry Schweers and William Schweers homes but did not list the Hiyo Schweers site, that is right next-door, and even closer to one of the alternatives.**

**It is our opinion that this report is very incomplete, and most important, it does not address the real impact of a railroad routed through the Quihi area. The**

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***There is no future without a past.***

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report lists several water features on page 4, the Cherry Creek, Quihi Creek, Polecat Creek, Elm Creek, and other unnamed tributaries of Cherry Creek, and never addresses the possibility of flooding. These waterways are called creeks for a reason, all flow during time of wet weather and many cause flooding in the Quihi area when they do flow. The residents of the Quihi area are well aware of the flooding problems and have learned to live with not being able to leave their homes and properties when the creeks flood. Any changes in the topography of the area will have a direct effect on the flooding. Routing a railroad, on the ground, and through these creeks will change the flow of water and will probably have a direct effect on many of the historical properties in the area.

In conclusion, it is our conviction that this railroad should not be built in the Quihi area. Not all the studies in the world can ever justify the destruction of this piece of American history. This area was settled over 150 years ago and is an important part of Texas history. Just the thought of allowing a private business the right to rape and degrade this area, only for their own profit, is unthinkable. Moreover, anyone who would even consider allowing this to happen should be ashamed of himself or herself.

Thank you for allowing us the opportunity to provide input on this assessment, in addition, we are willing to do our best to assist you in any way we can. If you have any questions or need any additional information please let us know.

Sincerely,



Necey Schulte, President

cc. Pam Opiela, Texas Historical Commission, Architecture  
Bill Martin, Texas Historical Commission, Archaeology